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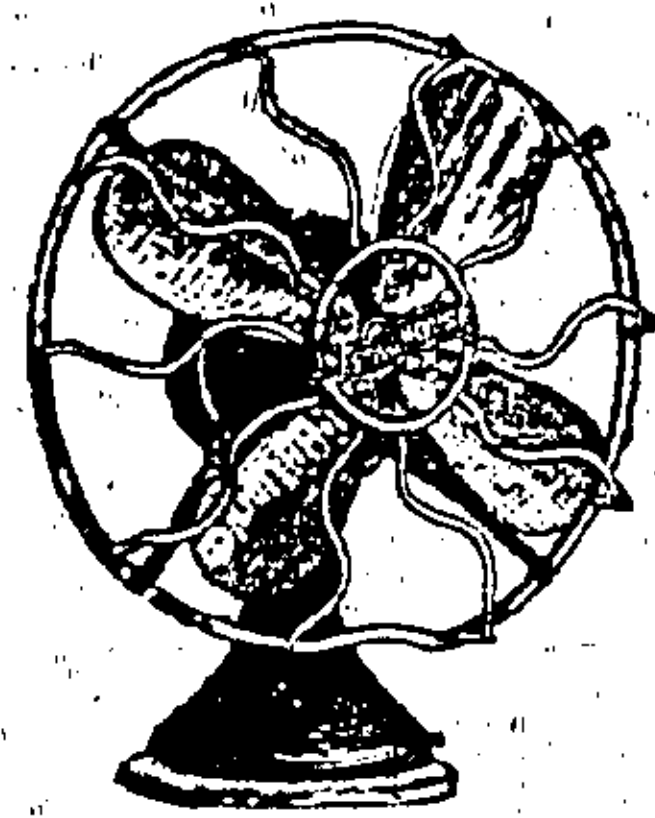
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Fronts.

\$7.95 to \$8.95

Mercerized Cotton Pyjamas in
Colored Stripes. Soft and
Cool. Good Wearing. All
Sizes.

\$9.50 to \$11.50

New Shirts and Soft Collars.

CALL AND INSPECT.

WHITEAWAY, LAIDLAW & CO., LTD., HONGKONG.

"EMPRESS OF CANADA"

GREATEST MERCHANT VESSEL ON
THE PACIFIC.

A MARVEL OF SCIENCE AND ART.

Residents who responded to the invitation of the Canadian Pacific Steamships, Limited, to visit the R.M.S. *Empress of Canada*, yesterday, could scarcely hope to get more than a general idea of the equipment of this magnificent vessel in the time as their disposal, so perhaps a description, based on a visit of some hours' duration, may be of interest.

First, a few general particulars. The dimensions of the huge vessel have already been published; an appreciation of its size will be better conveyed to the landsman by stating that, except for H.M.S. *Renown*, the *Empress of Canada* is the largest ship that has ever passed through the Suez Canal. A walk round the promenade deck seven times is equivalent to walking a mile. Without any crowding, the complement of passengers and crew is over 2,000; in times of pressure that number could be considerably increased.

The first thing that will strike the visitor, probably, is the superb interior work of the ship and it is gratifying to learn that this is all British workmanship, the product either of the joinery shops of the shipbuilding yard at Fairfield, Glasgow, where the ship was built, or of British firms which carried out special contracts for some of the public apartments of the ship. These are decorated in various and distinctive styles and beautifully furnished. The cost of the furniture on the *Empress*, in fact, would be equivalent to a considerable fortune. There are sideboards which cost £750 each; tables worth hundreds of pounds and no fewer than sixteen pianos on the ship, to mention one small item. Add the furniture in the cabins and the total is increased to colossal proportions.

SUPERB FURNISHINGS.

There is an apartment on the ship called the "lounge"; the name seems scarcely worthy of the beautiful room whose appearance fits it for a principal chamber of a Royal palace. The card room, adjoining, is decorated in a delightful shade of grey. The smoking room is another handsome room in light-colored oak; this is so arranged that it is all nooks and alcoves; it is really five rooms in one and the coolest place for a smoke and chat imaginable. The "gallery" contains a great many pictures and sketches well worth study. The drawing room has a perfect dancing floor and is also probably the most handsomely decorated apartment on the ship. Hundreds can be accommodated in the first class dining room which extends the whole width of the ship and has a magnificent gallery. Many other conveniences for passengers are comprised within the first class accommodation, such as a cafe (aft), a candy, cigarette and book store and a children's room, fitted with miniature furniture. The first class cabin accommodation is not to be surpassed on the Atlantic. Available floor space in the cabins is very large and there are many cabins which can be used either separately or in suites, including private bath rooms. Beds, not bunks, are the rule in each cabin, and the decoration is of a different style but in all the heights of luxury is reached.

Second class passengers have no occasion to be unduly envious; to put it briefly and accurately it will be enough to say that their accommodation is equal to first class on most ships that come into Hongkong. Third class is very little plainer and the sterner accommodation is most scientifically designed for carrying large numbers under the most healthy conditions possible.

INNUMERABLE DEPARTMENTS.

The huge vessel contains, of course, a vast number of departments, impossible to discover in a single visit. There are, one learns from a list supplied by the Company, hospitals, (2) a consulting room, an operating room, printing office, laundry, an embalming room and a steam disinfecter, which seems to indicate that every possible contingency is provided for. Down below, on Deck "D," the visitor comes unexpectedly on the swimming bath, reminiscent of ancient Rome; a splendid marble and tiled tank. Adjoining are shower-baths and a gymnasium, with every possible device to help one to keep fit in the so-called confinement of life on ship-board. Though, really, the spacious decks and roominess of the vessel, everywhere, make the term "confinement" obsolete.

Considerations of space forbid more than passing reference to the following points:—

FRESH WATER SUPPLY.—This is so great that all baths are supplied with fresh, instead of salt water. The vessel has a condensing plant capable of turning from 75 to 150 tons of salt water into fresh every day. The quantity depends on the latitude; the colder it is the more water is condensed.

STEADINESS.—"Anchors" are provided to furniture but they are not really necessary; the ship has not rolled more than 25 degrees in 10,000 miles of travel.

The visitor should note the massive plate glass windows on the forward promenade deck, and the device to prevent rattling. The windows rest on springs and glow wherever they are put, further, no human force can break them.

COLD AIR SUPPLY.—Thermotanks supply hot or cold air at will to every part of the ship. This keeps even inner cabins perfectly cool and fresh. These cabins have special portholes in the ceilings.

ELECTRICAL EQUIPMENT.—Except for the propellers (a rather important exception, admittedly) the vessel is electrically worked "from A to Z." The electrical plant would supply a fair sized town and by its means the ship is ventilated and lighted, two lifts are worked, a telephone system is maintained, cargo and other winches are driven, communications of all kinds are maintained and there is even a device by which, when the passenger rings the bell, a hammer continues to tap until the cabin boy comes to the cabin and switches off the current. Even the ship's siren is operated by electricity.

There are seven miles of electric wiring on the ship.

SCIENCE AND NAVIGATION.

The navigating bridge of a vessel like the *Empress of Canada* epitomizes the advance of nautical science and here one is sure to learn, like the Athenians, some new thing. The most surprising shock one received there was to hear that the magnetic compass has been superseded! Was not the mariner's compass invented in China, years and years ago? On the *Empress of Canada* there comes to China, for the first time, a compass based on a different principle. It is a truly British invention and it is called "Brown's gyro compass." As everyone knows, true North and magnetic north do not coincide. The gyroscopic compass points true geographical north because it is non-magnetic; its action is controlled by the rotation of the earth and the law of gravitation; it invariably coincides with the earth's axis. With a magnetic compass one always had to make allowance for variation which was greater or less according to circumstances. The directive force of the gyroscopic compass is much greater, and it will control any number of repeating compasses in any part of the ship. The magnetic compass "wavers" too much for that; moreover it is disturbed by rolling, pitching, yawing or turning of the ship. Because the gyro compass is so much steadier it is much easier to steer by its aid; the course of a vessel so steered is much straighter. It is claimed that the steering engines consume two or three per cent. less fuel simply because they are called upon to act less frequently by the steersman who is steering by the steadier compass.

THE SHIP'S NERVOUS SYSTEM.

In that comparatively small part of the ship represented by the navigating bridge and the chart room is the central nervous system of the ship through which a single human brain directs and controls the movements of the enormous mass. Here are some of the control systems at the disposal of the officer on the bridge.

A revolution indicator, electrically connected, which tells just how many revolutions the engine is doing.

Kent's clear view screen, a circular window which revolves rapidly so that rain cannot stop on and blur the view through the glass.

The ship's telegraphs are a great deal more extensive than is usual on smaller vessels. Besides communicating with the engine room the Captain has a docking telegraph and one for giving anchor orders.

The inventive genius of the late Lord Kelvin is represented by the sounding machine from which also the speed-log may be towed. There is no longer any need, by the way, to go aft to read the log; it is electrically connected and repeats its indications on the bridge.

A list of all the conveniences on the bridge would take up too much space, and the chart room must be briefly mentioned. Here are controls of all the bulkhead doors in the ship; apparatus for listening beneath the water to signals; a master clock controlling the other 32 clocks on the vessel; a fire alarm system and a telephone exchange (a private one for the ship's officers and another for the passengers). Directly the *Empress* reaches port she can be connected with the local telephone system.

A scientific treatise might be written on the wireless room of the *Empress of Canada*. Suffice it to say, here, that the wireless range is so great that the vessel can communicate right across the Pacific and therefore is under no necessity to establish contact with the other side when she is about half way across. In fact, she receives all the information from the other side of the world. The wireless room is a marvel of science and engineering, but the local thunderstorms "keep crashing in" and blurring the record, so complete messages cannot be written. The *Empress of Canada* is the first vessel on the Pacific to be fitted with a refinement in wireless apparatus which makes it possible to tell the direction and position of any other ship in the vicinity. This is likely to be of considerable aid to navigation in fog or in going quickly to the help of a ship in distress. By this means a vessel was recently wharfed in New York harbor in a dense fog.

Amongst those who accepted invitations to visit the vessel, yesterday afternoon, were:—H.E. de la Cour, Governor (Sir E. de la Cour), the Chief Justice (Sir William Macdougall), the Hon. Mr. A. G. M. Fletcher, C.M.G., O.B.E., Commander and Mrs. Bowden Smith, the Hon. Mr. E. A. Irving, the Hon. Mr. J. H. Kemp, the Hon. Mr. E. R. Hallifax, O.B.E., the Hon. Mr. McI. Messer, the Hon. Mr. E. V. D. Parr, the Hon. Mr. A. O. Lang, the Hon. Mr. T. L. Perkins, Mr. J. E. Wood, Mr. S. B. C. Ross, Mr. G. B. Saver, Mr. H. Green, Capt. E. R. Evans, C.B., D.S.O., B.N., Commodore and Mrs. Grace, Capt. S. Beazley, Lieut. Col. Hydon, Major and Mrs. E. B. Young, Major Hickling, Major Bagnall, Major W. B. Roberts, and many other residents.

SHANGHAI TELEPHONE CO.

IMPROVED SERVICE PREFERRED
TO BUSES.

The *N.C. Daily News* says:—

The general public will read with considerable interest the proceedings at the annual meeting of the Telephone Co. which were such a relief from the usual somewhat dull discussion. A section of the shareholders, led by Mr. A. W. Burkill and Mr. E. F. Muckay, went the length of telling the directors that they did not want the money offered in bonuses. They preferred that it should be a real "mutual" company, keep the profits down to a maximum of 5 per cent. and expend something of the remainder on improving the service, which they was no hesitancy in declaring was thoroughly bad. It may take some courage to adopt Mr. Burkill's suggestion to bring out a battalion of trained supervisors from Hong to keep the operators up to the mark, but the Chairman seemed impressed with the idea. There was some opposition from the Board to the suggestion that the operators were underpaid and that therefore it could not be expected that they would be of the best type. However, everyone knows how troublesome the service is and the fact cannot be overlooked that men who have associations with many large businesses very pointedly insisted that the wages were too small. They have means of making comparisons and one cannot expect to get an intelligent, well educated, English-speaking Chinese for the same pay as a moderate artisan receives. The shareholders who offered to surrender their bonus were compelled to accept it, but one can draw some consolation from the fact that the directors were not hostile; they seemed rather to welcome the criticism and promised to give it every consideration. It was of such a nature that it cannot well be ignored and so there is hope that within the next year, when a caller asks for West 7,987, for instance, he will not, after 10 minutes impatient waiting, be connected with North 3,924 and, after a protest, East 1,237 and finally be compelled to hire a motor-car and take his own urgent message.

COMPANY MEETING.

SHANGHAI DOCK COMPANY.

A BIG REDUCTION IN THE CAPITAL.

As a result of an extraordinary meeting of the Shanghai Dock and Engineering Company, last week, the capital was reduced by a million and a quarter taels.

Mr. John Prentice, who presided, said, Gentlemen, at our last annual meeting held on July 29th, 1921, I said "We have sold the New Dock Property to the Nippon Yusen Kaisha (to be used exclusively for Wharves and Godowns) for Shanghai Taels 800,000 but there may be a slight reduction in the price owing to the Chinese authorities asking for the surrender of some of the land for a road. This, we hope to have settled shortly. As soon as the sale is completed and payment made for the property, your directors intend to add to the amount received a sufficient sum to enable them to propose to the shareholders a reduction of capital by a cash return of Tls. 25 per share."

The sale was only completed on the 6th of May when the land was transferred to the Nippon Yusen Kaisha and the purchase money amounting to Taels 761,610 paid.

The meeting to-day is, therefore, held to pass the extraordinary resolution to reduce the capital by a cash payment of Taels 5 per share.

If the extraordinary resolution is carried it will be submitted for confirmation as a special resolution at a meeting to be held here on Monday, the 12th June. If then confirmed our legal advisers will at once apply to the court for confirmation of the reduction and to the Registrar of Companies for registration of the Order of Court. Payment of the return will be made immediately after the registration.

The resolution, proposed by Mr. Prentice and seconded by Mr. B. D. F. Bell, was as follows:—"That the capital of the company be reduced from Tls. 5,370,000 divided into 55,700 shares of Tls. 100 each to Tls. 4,177,500 divided into 55,700 shares of Tls. 75 each and that such reduction be effected by returning to the holders of the 55,500 shares that have been subscribed paid up capital to the extent of Tls. 25 per share and by reducing the nominal amount of each of the 55,200 shares of the subscribed capital from Tls. 100 to Tls. 75."

UNEQUALITY OF GOOD SIGHT

cannot be over-estimated. Sight stands for everything that is valuable or enjoyable in life. You cannot tell if your eyes are right; you may see well yet have defective eyes. If you wish to have your eyes tested, the Refracting Room of The Hongkong Optical Co., successors to Clark & Co., Refracting and Manufacturing Opticians—the most competent optical establishment in South China—located in 23, Queen's Road, Central—is at your service. They have the equipment to test your eyes accurately. Testing the sight and fitting glasses is their specialty.—Advvt. (101)

NOTICE TO CONSIGNEES.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION CO.'S STEAMER
"KASHMIR."

Arrived Hongkong on June 3rd, 1923.

FROM ANTWERP, LONDON, PORT SAID
ADEN, COLOMBO & STRAITS.

CONSIGNEES of Cargo by above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon where each Consignment will be sorted or Mark by Mark and delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless instructions have been given to the contrary 8 hours before arrival of the Steamer. Goods not cleared within 8 days, including date of arrival, will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. Godman & Donovan, at 10 A.M. on Mondays and Thursdays.

All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the goods have left the Godown.

MACKINNON, MACKENZIE & CO.,
Agents.

Hongkong, 3rd June, 1923. (1084)

KONINKLIJKE PAKETVAART
MAATSCHAPPIJ.

NOTICE TO CONSIGNEES.

FROM SINGAPORE, PENANG AND
BELAWAN DELI.

THE Steamship

"VAN CLOON"

having arrived from the above Ports, Consignees of Cargo, by her are notified that all Goods are being landed at their risk into the Godowns and/or extra hazardous Godowns at the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves delivery may be obtained. Goods not cleared by the 8th June, 1923, will be subject to rent.

Claims against the steamer must be presented in writing within ten days after arrival of steamer, otherwise they will not be recognized.

No Fire Insurance will be effected by the undersigned in any case whatever.

Bills of Lading will be countersigned by JAVACHINA-JAPAN LLIN,
Agents.

Hongkong, 2nd June, 1922. (1085)

NOTICE TO CONSIGNEES.

The Steamship "VENETIA."

FROM TRIESTE, VIA VENICE, BRINDISI,
PORT SAID, ADEN, COLOMBO,
PENANG AND SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong & Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 2nd inst. No claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 8th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 18th inst., or they will not be recognized.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 6th inst., at 10 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL & CO., LTD.,
Agents.

"083" Agents.

NOTICE TO CONSIGNEES.

JOHAN STEAMSHIP COMPANY, LTD.
AND
CHINA MUTUAL STEAM NAVIGATION
COMPANY, LTD.

FROM NEW YORK

CONSIGNEES per Company's Steamer

"KNIGHT OF THE GARTER"

are hereby notified that the Cargo will be discharged at the Godowns, Kowloon, where it will lie at Consignees' risk and subject to terms and conditions of storage at the Godowns. The Cargo will be ready for delivery from Godown on and after 5th June. Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon within the free storage period.

No claims will be admitted after the Goods have left the steamer Godown, and all Goods remaining undelivered after the 10th June, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 24th June, or they will not be recognized.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 4th June, 1922. (1086)

A. G. DA ROCHA

AUCTIONEER, SURVEYOR AND
GENERAL BROKER.

No. 24, d'Aguiar Street, Telephone No. 2932

WEEKLY AUCTIONS.

TUESDAYS—

MISCELLANEOUS GOODS.

THURSDAYS—

VALUABLE

HOUSEHOLD FURNITURE

SATURDAYS—

EXCELLENT

HOUSEHOLD FURNITURE

SENSATIONAL BANK ROBBERY.

OVER FOUR LAKHS STOLEN FROM THE YOKOHAMA SPECIE BANK.

ROBBERY A MYSTERY.

One of the most mysterious bank robberies of recent times occurred in Hongkong during the Whitetide holidays when the Yokohama Specie Bank, "Princes" Building, was robbed of the sum of \$435,000 in Hongkong bank notes. How the robbers entered the building, gained access to the strong room opened the safe and then smashed open a cash box still remains a mystery. When the cashiers went to the strong room yesterday morning to commence the day's business they found the place locked up as usual, but on going to one of the safes it was found that a cash box contained therein had been drilled open and the greater portion of the contents, amounting to five lakhs, had been removed. The robbers left no clue as to how they had entered or left the building.

Interviewed yesterday morning by a representative of the *Daily Press*, the manager of the Bank, Mr. Nishiyama, said that the circumstances were very mysterious. The bank, he said, had been closed down since Friday night for the Whitetide holidays and had not been opened for business until yesterday morning. The place was guarded by Indian watchmen, who take turn and turn about doing watch duty—one at a time. Armed guards are also employed by the bank, but these are specifically engaged for patrol work during business hours. The watchmen are as mystified as the rest of the staff by the robbery and they state that nothing occurred during the working hours to arouse their suspicions. Directly the robbery was discovered a report was made to the police and a number of detectives spent a considerable time in making an exhaustive examination of the circumstances. Apparently the manager had some theories of his own which he considered it would be detrimental to the investigations of the police to publish at this stage.

POLICE VIEWS OF THE MYSTERY.

Mr. Wolhouse, Deputy Superintendent of Police who made an examination at the bank in company with detectives, remarked later that it was a case for a "Sherlock Holmes" to investigate. The mysterious part of the business was that both sets of keys used for opening up the strong room and the safes were not missing. The accountant was in possession of one bunch of keys whilst the other set was deposited in a special safe upstairs. Both sets were produced when called for. The strong room itself is built in the basement of the building and the only means of access to it from the interior of the building is by a trap door on the main business floor. This door is secured by a bolt on the top and it was found to be secured when the staff went there in the morning. This quashed the theory that a man had planted himself in the basement during the business hours of Friday and then proceeded to rifle the safes at his leisure. If he had done so he had no means of getting out of the basement which was bolted on the other side though he could have got rid of the bank notes by passing them through a small broken pane of glass to a confederate outside in the street, but even if he had disposed of the bills he had no means of getting out of the place himself. There is an iron barred door leading from the street into the strong room but this was apparently not used, as the dust and cobwebs surrounding the frame and the door have not been disturbed. It was strikingly peculiar that the robbers were able to open everything by means of keys with the exception of the cash-box. This appears to be an important point and probably may be a valuable clue. The depositing of the money was witnessed by a number of clerks, who were in the room above when it was locked up and it was with their aid that the heavy cash-box was taken down to the strong room and there placed in the safe.

ILL-TREATING A MUI-TSAL. CHINESE WOMAN JUMPS \$1,000 BAIL.

A Chinese woman who ill-treated a young *mui tsai* servant girl, and against whom the police had preferred a charge of cruelty, failed to appear at the Magistrate's Court yesterday, in answer to the charge. Mr. Lindsay ordered her bail of \$1,000 to be extracted and issued a warrant for the woman's arrest. Inspector Cayll replying to an inquiry by the magistrate, said that the *mui tsai* had been taken from the woman and was at present in the custody of the Secretary for Chinese Affairs. The Inspector was instructed to notify Mr. Hallifax as to the Police Court decision.

INCIDENTS AT YESTERDAY'S CROWN LAND SALE.

RING OF LAND DEALERS SMASHED.

Yesterday's land sale at the Public Works Department provided a great surprise for what was obviously a ring of land dealers who had contrived to acquire two valuable plots of crown land at the upset price.

Crown land sales are usually punctually commenced, but this one formed an exception to the rule, and the delay gave to the *Daily Press* reporter the first clue that something out of the ordinary was to be expected. Prospective buyers were there in plenty, but instead of talking in groups of five or six outside the auction-room, as they usually do, they were putting their heads together in one large party and talking quietly. After a lengthy deliberation they apparently came to a decision, and strolled into the auction-room trying to assume a languid interest in the proceedings. Perhaps, attracted by these unusual appearances the Director of Public Works (the Hon. Mr. T. L. Perkins), strolled into the room and seated himself near the auctioneer, where he watched the sale and had many a tête-à-tête with Mr. Parker Rivers, the Principal Land Surveyor, who was conducting the auction. At twenty minutes past three o'clock the sale commenced, the auctioneer announcing that the two lots for sale would be combined in one lot. They comprised 19,000 square feet of land on the new reclamation at Shamshipo. The auctioneer explained that the lot had not been fully reclaimed but that the Government would complete the reclamation of the lot before handing it over to the purchaser. A bid was then asked for, and after a minute's hesitation, the upset price of \$50,000 was offered. Then there was silence, and despite the persuasions of the auctioneer no further bids were forthcoming. The crowd of Chinese were smiling broadly and were no doubt thinking of a division of spoil at a cheap price when, to their astonishment, a \$100 bid came from somewhere, but certainly not from the Chinese. They were amazed, there was much whispering going on and the man who offered the upset price had to go another \$100. There was more hesitation and then the bombshell fell when the auctioneer announced, "Come now, Gentlemen, I am offered \$70,000 for the lot—any advance?" The mystified Chinese, annoyed at the prospects of their well-planned ring being broken, began to leave the room until not more than 10 remained. The ring was broken. A bid of a further \$30 came from the ring's representative, but this was promptly crowned by a bid of \$50 from another Chinese gentleman who, a few minutes later, was declared the purchaser at \$70,000.

The signatories to the document of purchase were W. M. Cheng, Bank of Asia, and Yu Cheuk Sang, 98, Bonham Strand.

CORRESPONDENCE. THE MACAO AFFRAY.

(TO THE EDITOR OF "THE HONGKONG DAILY PRESS.")

Sir,—This is my reply to "A Chinese" which appeared in your paper of yesterday. "A Chinese" please read the full report furnished by the Macao Government for publicity in the *Daily Press* of this date and then tell me where ignorance comes.

Your footnote is convincing enough for "A Chinese," and therefore I do not propose to dwell further here.

My correspondence ceases and thanking you for your courtesy.—Yours faithfully, A PORTUGUESE.

Hongkong, June 6th, 1932.

ANOTHER PIRACY. STEAM LAUNCH BOARDED.

Details of a piracy which occurred on board the steam launch *Sao On* just outside British waters have been reported to the police.

The vessel belongs to the ferry service trading between Saiqueschen and Ngokum. On Monday she left Ngokum, soon after 11 a.m., with cargo and passengers. Two hours later when just outside British waters thirteen men, who had boarded at Ngokum as passengers, suddenly produced revolvers and held up the launch. They relieved the coxswain, passengers and crew of their valuables. The skipper was then ordered to take the vessel close in to land where a rowing boat came alongside and took the pirates off. The exact value of the haul is not known.

OBITUARY.

MR. H. ANDERSON.

The funeral took place at the cemetery at Happy Valley of Mr. Hugh Anderson, whose death took place suddenly at the French Hospital on the evening of the 5th inst., following a long illness. The deceased, who was thirty-five years of age and unmarried, was a popular member of the staff of Connell Brothers Company. Although of a retiring temperament, he leaves behind him a host of friends. Much sympathy will be felt for his mother and relations both here and abroad, the latter including Mr. O. G. Anderson and Dr. H. M. Anderson, M.D. (Edin.), brothers of the deceased.

The funeral was largely attended. Amongst those who sent wreaths were the mother, brothers, sisters and cousins, Phyllis and Donald, Hon. Mr. and Mrs. Chow Shou Son, Mr. and Mrs. A. C. Conrad, Mr. P. Abesser, Mr. P. M. Ashton, Mr. Au Hang Cho, Mr. Samuel M. Churn, Mr. Choa Po-Sien, Mr. Cheung Tsoi, Mr. Kenneth Chao, Mr. Chow Wa Cho, Messrs. Connell Bros. Co., The Chinese staff of Connell Bros. Co., The Committee and Members of the Chinese Club, Mr. A. E. Edwards, Mr. Fok Ho U, Mr. Walter Ford, Mr. and Mrs. J. F. Grose, Mr. A. P. Greaves, Mr. and Mrs. Ho Fook, Mr. H. K. Hung, Mr. and Mrs. Ho Wing, Mr. J. M. Hall, Mr. and Mrs. Ho Kwong, Mr. and Mrs. Ho Leung, Mr. Ho Cheuk, Mr. and Mrs. G. Honkey, Mr. Ho Shai Kit, Mr. and Mrs. Ho Ki, Mr. and Mrs. Ho Lu, Mr. Henry S. Hall, Mr. Tsz Yee, Mr. and Mrs. W. Hall, Mr. Stirling Jax, Dr. K. L. Kwan, Mr. and Mrs. R. H. Kotwall, Mr. and Mrs. Lo C'uang Shiu, Mr. and Mrs. M. K. Lo, Mr. M. H. Lo, Mr. J. Litton, Dr. Edward Law, Mr. Li Wai Sang, Mr. and Mrs. C. H. Lyon, Mr. H. C. Maki, Mr. Mok Hing, Mr. Ng Sze Kwong, the Committee and Members of the Queen's College Old Boys' Association, Mr. A. H. Roberts, Mr. Sea Kon Chi, Mr. Tai Ming Tak, Dr. C. C. Wang, Mr. Wong Tak Kwong, Mr. B. Wong Tape, Mr. Wong Lai Sang, Mr. Wong Po Kwong, Mr. Wong Kuan Ying, Mr. Wong Pang, Mr. Yeung Shuk Pi and Mr. G. N. Young.

SEA-WATER, BATH-WATER OR THE MAINS.

SANITARY BOARD'S PERPETUAL PROBLEM.

The Sanitary Board yesterday appointed a sub-committee, consisting of the Hon. Mr. Chou Shou Son, Dr. G. D. Black and the Medical Officer of Health to report upon applications received for permission to waive the provisions of Section 175 of the Public Health and Buildings Ordinance in so far as that Section would prohibit the construction of awnings over ventilation spaces between back-to-back houses.

The remainder of the business before the Board concerned the water-flush system. Dr. Ozorio remarked that the Government was a long time answering the Board's inquiry whether public water supplies were sufficient to supply the probable requirement of the Peak in this matter. The Chairman agreed and under took to write to the Government on the Board's behalf. Dr. Ozorio gave formal notice that he would move that the Government be asked to supply water from the public mains to houses in distant parts of the Colony; it was impossible, he remarked, for wells to be sunk at many of these houses and he thought they might reasonably be supplied from the mains.

With regard to an application for permission to provide 40 w.c.'s in a block of ten houses in Nathan Road, the Chairman moved that the request be refused because it was on exactly similar lines to one the Board recently rejected. The objection was that the effluent would pass into the Yau-mai typhoon shelter.

The Medical Officer of Health (Dr. W. W. Pearce) seconded and the application was refused.

On an application from Victoria Road (Lot 160), the Chairman suggested that this was a case where the applicant might conveniently employ sea-water; the house was just above Telegraph Post. He took it the Board "did not want them to use bath-water if it could be avoided."

The Medical Officer of Health seconded and the application was refused, but the Secretary was instructed to inform the applicant that the Board would favour a proposal to use sea-water.

UNIVERSITY OF HONGKONG. CONGREGATION FOR CONFERRING DEGREES.

A Congregation of the University of Hongkong was held, yesterday afternoon, in the Great Hall, for the purpose of conferring degrees. Students of the University were present in force and demonstrated enthusiastically to receive their degrees. The proceedings were quite formal and did not attract a large attendance of visitors. Amongst those present were: Lady Baungate, the Rev. J. T. Holman, the Rev. G. T. Waldegrave, the Rev. Fr. Marin, Dr. Gladys Turner, Mr. W. E. L. Shenton and Mr. Eric Rice. The following was the order of the procession:—

PROCESSION.

H.E. the Chancellor; The Vice-Chancellor and the Acting Treasurer; the Dean, Faculty of Medicine and the Dean, Faculty of Engineering; the Dean, Faculty of Arts and the Registrar; the Hon. Mr. A. G. M. Fletcher and Hon. Col. Nicholson; Sir William Ross Davies and Hon. Mr. J. H. Kemp; the Right Rev. the Bishop of Victoria and the Right Rev. Bishop Pozzoni; Hon. Mr. E. A. Irving and Hon. Mr. Chow Shou Son; Hon. Mr. T. L. Perkins and Hon. Mr. E. V. D. Parr; Hon. Mr. A. O. Lang and Sir Robert Ho Tung; Mr. Ho Fook and Hon. Mr. H. W. Bird; Prof. F. A. Redmond and Prof. H. G. Earle; Mr. Chau Siu Ki and Mr. Ng Hon Tsz; Rev. C. B. Shang and Rev. Dr. T. W. Pearce; Mr. Ho Kwong and Mr. S. W. Tso; Dr. C. Forsyth and Dr. O. Marriott; Prof. G. T. Byrne and Prof. D. C. H. Florence; Dr. C. W. McKenny and Dr. R. M. Gibson; Prof. W. Vickers and Prof. G. Y. Wang; Mr. M. P. Talati and Mr. R. H. Kotwall; Prof. R. K. M. Simpson and Prof. M. H. Rolley; Mr. H. B. L. Dowbiggin and Mr. Mok Kon Sang; Mr. J. R. Wood and Mr. D. G. M. Bernard; Dr. C. M. Heahly and Mr. J. Ring; Mr. M. Danaher and Mr. R. Robertson; Mr. R. W. Barney and Rev. J. Romanis Lee; Dr. H. Balean and Dr. G. H. Thomas; Mr. Lai Hsi Chai and Mr. Au Tai Tin; Dr. J. Fenton and Mr. B. G. Birch.

LIST OF GRADUATES.

The following graduates entitled to the degrees of Bachelor of Medicine and Bachelor of Surgery were presented by the Dean of the Faculty of Medicine (Dr. K. H. Digby):—Cheah Keng Seng, Cheam Kim Cheang, Ng Cheong Yew (Wu Chang Yuch), Oon Aik Keong, Phoon Seck Foo, D. Kumarasamy Pillai, Shih Wei Hua and Zia I Ding.

The graduates entitled to the Degrees of Bachelor of Science (Engineering) were presented by Prof. Middleton Smith as follows:—Choo Pek Eng; Keng Shu Chih; Ning Nee; Shih Chih Jen, Tang Ding Zau, Wong Chi Kit, Yu Kwei Hain and Chee Chuk Lum (in absentia).

The graduates on whom Degrees of Bachelor of Arts were conferred were presented by Prof. W. Brown, as follows:—Chiao Yu Chanz, Cho W. Cheng Lam, Ho Ka Chi, Hu Ji Hsiang, Kuo Ping Ho, Ling Andrew, Lo Ki San, Lo Ying Tsuen, Shen Ye, Tan Chia Chan, Tse Foo, Tso Man Lung, Tui Ping Tong and Woo Ting Shao.

The Chancellor then declared the Congregation closed.

ILLEGAL POSSESSION OF A RIFLE.

JUNK LICENSEE FINED.

At the Magistracy, yesterday, a boatman was charged with the illegal possession of a rifle in Aberdeen.

In answer to the charge Mr. A. E. Hall, solicitor for the defendant, frankly admitted possession and said that he had no permit. The rifle, he pointed out, was not serviceable.

Inspector Ogg told Mr. Lindsay that the defendant had been fined \$50 for a similar offence in 1914.

Mr. Hall: I believe that was his brother.

Inspector Ogg: Well, it was endorsed on his licence and he admitted it.

In reply to the Magistrate, the Inspector said the rifle was quite serviceable. When the police went on board the junk there was a commotion and something was seen to be passed into a neighbouring sampun.

The Magistrate did not doubt the previous conviction and pointed out that the defendant admitted possession.

At this stage Mr. Hall asked to see the licence, and, after examining it carefully, said that the name thereon was not the same as that given to him. He was satisfied that this case was proved. The Magistrate imposed a fine of \$200.

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COMMUNITY PLATE



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HONGKONG.

IF IT'S MUSIC, RECORDS, OR PIANOS, YOU WANT GO TO ANDERSON'S

OPPOSITE CITY HALL. TEL. 1322.

Powell

TELEPHONE 3146.

NEW STOCK OF GENTLEMEN'S BATHING COSTUMES JUST UNPACKED.

There are many smart designs in both English and American makes.

CALL AND INSPECT THEM AT

Wm. POWELL, Ltd., Tailors and Outfitters.

10, ICE HOUSE STREET.

NEW ADVERTISEMENTS

THE HONGKONG MERCANTILE CO. LTD.
(In Voluntary Liquidation)

NOTICE OF INTENDED DIVIDEND.

A FIRST and FINAL DIVIDEND is intended to be declared in the above liquidation after the expiration of one month from the 7th day of June, 1922. Creditors who have not proved their debts on or before the 7th day of July, 1922, will be excluded from the benefit of the dividend proposed to be paid.

Dated this 6th day of June, 1922.
M. FERNANDEZ, Liquidator.

G. R. NOTICE

IT IS HEREBY NOTIFIED that on and after THURSDAY, the 8th instant, the SUPPLY OF WATER IN KOWLOON will be turned on in the Public Mains during the following hours only—

Shamshui and Fuk Tan Heng and Tai Kok Tsui—
7 a.m. to 10 a.m.
Kowloon City and Ma Tau Wei—
7 a.m. to 10 a.m.
Yau Ma Tei and Mongkok District, West of Coronation and Nathan Roads and between Pitt Street & Austin Road—
8 a.m. to 11 a.m.
Hung Hom & Kowloon City—
7 a.m. to 10 a.m.

T. L. PERKINS,
Public Works Department,
Hongkong, 6th June, 1922. [1104]

STRETHERS & BARRY.

NOTICE TO CONSIGNEES.

FROM SAN FRANCISCO & LOS ANGELES
VIA JAPAN PORTS & SHANGHAI.

THE Steamship

"WEST FARALON" having arrived in above mentioned ports on Monday, 5th inst., 1922. Consignees are hereby notified that their cargo is being landed at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, and stored at Consignees' risk.

Consignees of Cargo must produce an Import Permit signed by the Superintendent of Imports & Exports, Hongkong, before Bills of Lading will be countersigned or Delivery Order issued.

All broken, chafed and damaged cargo is to be left in the Godowns where it will be examined at 10 a.m., Saturday, June 10th, 1922, by Messrs. ANDERSON & SMITH, Surveyors.

All claims must be presented within 10 days of the steamer's arrival here, after which they cannot be recognized. No claims will be recognized after the goods have left the Godowns and cargo undelivered after June 12th, 1922, will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading in exchange for Delivery Orders immediately.

STRETHERS & BARRY,
Agents,
U.S.S.R. Emergency Fleet Corp.,
Hongkong, June 5th, 1922. [1099]

NOTICE TO CONSIGNEES.

THE COLUMBIA PACIFIC SHIPPING CO.
(Operating for & of U.S. Shipping Board)

S.S. "MANNARA"
ARRIVED HONGKONG, 2nd JUNE, 1922.
FROM PORTLAND, ORE. AND JAPAN PORTS.

CONSIGNEES of Cargo by above named steamer are hereby informed that their Goods are to be landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out, marked by mark and delivery can be obtained as the Goods are landed.

Goods not cleared within 8 days, including date of arrival will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. ANDERSON & SMITH, at 10 a.m. on Friday, the 8th June, 1922.

All Claims must be presented within ten days of the steamer's arrival here, after which they cannot be recognized.

No Claims will be admitted after the Goods have left the Godown.

ARNHOLD BROTHERS & CO., LTD.,
Agents,
Hongkong, 6th June, 1922. [1102]

"GLEN" LINE, LIMITED.

NOTICE TO CONSIGNEES.

FROM UNITED KINGDOM, GENOA,
PORT SAID, COLOMBO & STRAITS.

THE S.S. "RADNORSHIRE" having arrived from the above ports, Consignees of cargo by her are hereby informed that all goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the Company, Limited, delivery will be obtained.

Goods not cleared by the 13th June, 1922, at 5 p.m., will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined by the Consignees or consigned by Messrs. ANDERSON & SMITH, Surveyors, on 13th June, 1922, at 10 a.m. Claims against the steamer must be presented on the special form provided, and must also be submitted within 30 days of arrival, otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., Agents,
Hongkong, 6th June 1922. [1103]

NEW ADVERTISEMENTS

G. R. PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 12th day of June, 1922, at 3 p.m., at the Office of the Public Works Department, by Order of His EXCELLENCY THE GOVERNOR, of one Lot of CROWN LAND on the New Road from Gap Road to Bowen Road and Wanchai Gap in the Colony of Hongkong, for a term of 20 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty THE KING, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Lot	Location	Boundary Measurements	Area	Original Rent	Annual Rent	Upset Price
1	At the junction of the New Road from Gap Road to Bowen Road and Wanchai Gap in the Colony of Hongkong.	100 ft. x 100 ft. x 100 ft. x 100 ft.	10,000 sq. ft.	—	—	—

TO LET.

NOS. 36 and 37 WYNDHAM STREET. TWO EUROPEAN HOUSES. Each containing 4 Big Rooms with Bathrooms, Kitchens and Servants' Quarters. Suitable for Offices or Private residences. Rent reasonable.

Apply to—
COMPASSION DEPARTMENT,
Messrs. SHEWAN, TOMES & CO. [1105]

PREPAID "WANTED" ADVERTISEMENTS

Letters are lying at this Office for Bore, ABC, QV, RE, RT, RU, RW.

TO LET—Partially furnished bungalow at Cheung Chai from 15th June to 10th July at a reasonable rate. Overlooking Afternoon beach and commanding the finest views on the Island. Apply to Box S.O., c/o Daily Press Office.

WANTED—Englishman. Several years' experience in the East, as present in a Merchant's Office, wishes to join a similar business with a view to partnership. Capital available. Excellent Credentials. Apply to Box S.P., c/o Daily Press Office.

FOR SALE—"KOH-I-NOOR" Pencils, for immediate sale in gross lots. \$18.50 per gross, nett. Cash. Apply, A. Langridge, 16, Queen's Rd. Central.

WANTED—An American seeks Employment immediately. Experienced in Electricity, Engineer 3rd class. Automobile Mechanic. Foreman of Labour, will go anywhere. Apply Box S.N., Daily Press Office.

WANTED—Britisher seeks Employment, any position. Trustworthy man. Apply Box E.M., Daily Press Office.

OFFICES WANTED—3 rooms. Central Situation. Apply Box S.L., c/o Daily Press Office.

WANTED—Young Canadian desires Employment. Speaks Russian, experienced in Journalism, Surveying, Shipping, Import and Export. Excellent Credentials. Reply Box S.J., c/o Daily Press Office.

TO LET—OFFICES, top floor, Prince's Buildings—Apply HARRY WICKHAM & Co.

TO LET—at Magazine Gap, THE PEAK. Immediate occupation, FULLY FURNISHED Six Roomed BUNGALOW with large Gardens, Tennis Court, etc. On Motor Road. Apply to Messrs. BRADLEY & Co., Ltd.

TO LET.

NEW EUROPEAN FLAT situated in Wanchai Gap Road near Bowen Road. Apply to COMPASSION DEPARTMENT of Banque de L'Indo-Chine. [1068]

TO LET.

From 1st July, 1922 or Earlier if Required.

SUITE of 5 OFFICES, 2nd FLOOR of Nos. 15, 17, 18 & 19, Connaught Road Central. Verandahs to each room FACING HARBOUR. LIFT from the Ground Floor. Apply Box 750 c/o Daily Press Office. [750]

FOR SALE.

LAND, approximately 7,000 square feet on waterfront at Swatow with modern 2 storied brick and concrete building suitable for office and godown. Further details apply.

W. G. HUMPHREYS & Co. [486]

FOR SALE.

ABSOLUTELY NEW

- (1) Two 80 BHP. Single Cylinder Bolinder Oil Engines. Revs. 225 per minute.
- (2) Two 80 BHP. Two cylinder Bolinder Oil Engines direct connected to 25 H.P. 115 volt direct current (compound wound) dynamo complete with back of board and the set for each machine.
- (3) Two oil fuel tanks capacity of each 20 tons.

Apply to Polindro, C/o Daily Press Office

INTIMATIONS

WM. POWELL, LTD.

NOTICE IS HEREBY GIVEN that the TWENTY-FIRST ORDINARY GENERAL MEETING OF SHAREHOLDERS in the above company will be held at the Hongkong Hotel on WEDNESDAY, June 7th at 11.30 o'clock, for the purpose of receiving the Report of the Directors and Statement of Accounts to the 28th February, 1922.

The Transfer Books of the Company will be CLOSED from June 1st to June 7th, both days inclusive.

By Order of the Board of Directors,
H. O. BOLT, Secretary.

Hongkong, 25th May, 1922. [1064]

WILLIAM POWELL LTD.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the above Company will be held at the Hongkong Hotel, Pedder Street, Victoria, in the Colony of Hongkong, on WEDNESDAY, the 7th day of June, 1922, at Noon, for the purpose of considering, and, if thought fit, approving the draft new Memorandum of Association of the Company which will be submitted to the Meeting. A print of such draft new Memorandum of Association and a print of the existing Memorandum of Association of the Company may be seen at the Company's Registered Office Powell's Building No. 12 Des Voeux Road Central, Victoria, aforesaid, and the portions of the proposed new Memorandum of Association which differ from the existing Memorandum of Association are indicated by being marked on the Margin in red ink. Should the Meeting approve of such new Memorandum of Association with or without modification, the subjoined Resolution will be proposed as an Extraordinary Resolution, namely—

- (1) That the provisions of the Company's Memorandum of Association with respect to its objects be altered so as to read as shown in the print signed for the purpose of identification by the Chairman of this Meeting.
- and also for the following further purposes, namely—
For the purpose of considering, and if thought fit, approving the draft new Articles of the Company which will be submitted to the Meeting. A print of such new Articles and a print of the existing Articles may be seen at the Company's said Registered Office. In such print the portions of the proposed new Articles which differ from the existing Articles are indicated by the underlining and marking in the Margin in red ink. Should the Meeting approve of such new Articles with or without modification, the subjoined Resolution will be proposed as an Extraordinary Resolution, namely—
- (2) That the new Articles already approved by this Meeting and for the purpose of identification subscribed by the Chairman thereof, be the Articles of the Company for the exclusion of and in substitution for all the existing Articles thereof.

AND NOTICE IS HEREBY ALSO GIVEN that a FURTHER EXTRAORDINARY GENERAL MEETING of the Company will be held at the same place, on MONDAY, the 26th day of June, 1922, at Noon, for the purpose of receiving the Report of the Directors and Statement of Accounts to the 28th day of May, 1922, and of confirming if thought fit, as Special Resolutions, the above mentioned Resolutions (Nos. 1 and 2).

Should the first of the above Resolutions (No. 1) be confirmed as a Special Resolution, the second of the above Resolutions (No. 2) will be submitted to the Company's Memorandum of Association consequently involved in the new name of the Company, and will be submitted to the Supreme Court of Hongkong for confirmation. Dated this 27th day of May, 1922.

By Order of the Board,
H. O. BOLT, Manager.

1068

OFFICIAL NOTICE

PROPOSAL TO CHANGE A SHIP'S NAME.

I WILLIAM NEVILLE CUTHBERTSON of Sydney, Australia, hereby give notice that in consequence of structural alterations also the practice of this Company to name their vessels after rivers.

I have applied to the Board of Trade, under Section 47 of the Merchant Shipping Act, 1894, in respect of the ship "HALLOONG" of Hongkong. Official number 132642 of gross tonnage 1,941.23 tons, register tonnage 1,107. 53 tons, heretofore owned by DOUGLAS S.S. Co., Limited, for the purpose of changing her name to "GWIDIR" and to have her registered in the new name at the Port of Hongkong as owned by the NEWCASTLE & HUNTER RIVER STEAMSHIP COMPANY, LTD.

Any objections to the proposed change of name must be sent to the Registrar of Shipping at HONGKONG within seven days from the appearance of this advertisement.

Dated at Hongkong this 2nd day of June, 1922.

NEWCASTLE & HUNTER RIVER STEAMSHIP CO., LTD.
W. N. CUTHBERTSON, Attorney.

1090

PUBLIC AUCTION.

MESSRS. LAMBERT BROTHERS have received instructions from the Executor of the late Sir ELIAS KADOORZ deceased to sell by Public Auction, on WEDNESDAY, the 14th day of June, 1922, at 2 o'clock p.m. Situated at BIZARRA PALACE the following valuable leasehold properties in five lots.

Lot 1.—Bural Building Lot No. 172 a building site at Repulse Bay.

Lot 2.—Sub-section 2 of Section B of Island Lot No. 1216 and No. 11, Babinington Path situate thereon.

Lot 3.—Sub-section 3 of Section B of Island Lot No. 1216 and No. 13, Babinington Path situate thereon.

Lot 4.—The Remaining Portion of Section B of Island Lot No. 1216 and No. 46 Robinson Road situate thereon.

Lot 5.—Island Lot No. 2123 and No. 11, Broadwood Road situate thereon.

Particulars and Conditions of Sale can be obtained from—

DEACON, LOOKER, DEACON & BARKER, No. 1, Des Voeux Road Central, Victoria, Hongkong, Solicitors for the Executor or from Messrs. LAMBERT BROTHERS, The Auctioneers.

Hongkong, 2nd June, 1922. [1091]

INTIMATION

DEWAR'S WHITE LABEL

SCOTCH WHISKY
still maintains its pre-war world-wide reputation—High quality—real age, and fine flavour.

SOLE AGENTS—

A. S. WATSON & CO., LTD.,
Wine & Spirit Merchants.

ESTABLISHED 61 YEARS.

MARRIAGE.

BOWKER—BRADY.—At Nanking, on May 27th, JAMES LAWRENCE, son of the late Capt. G. H. BOWKER, I.C.S.N. (Co. of Shanghai) to ELEANOR MARINA, daughter of the late Judge J. H. BRADY of Yonkers, N.Y.

DEATHS.

ANDERSON.—On June 5th, 1922, at the French Hospital, HUGH ANDERSON, aged 35 years. Deeply regretted.

BONNET.—At the "Paul Donner" Hospital, Canton, on the 4th June, JACQUES BONNET, of the Chinese Postal Service, aged 21 years. (Saigon papers, please copy). [1097]

HONGKONG OFFICE: 104, DES VOEUX RD., C.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, JUNE 7th, 1922.

THE SITUATION AT CANTON.

A flood of light is thrown on the situation at Canton by the news from a trustworthy source which we published yesterday. To those not behind the scenes the situation has been extremely mystifying for a fortnight or more. It was difficult, for example, to understand President SUN YAT SEN's return to Canton at a time when, according to the Press communiques from his military headquarters, the military expedition to the North which he directs was covering itself with glory and advancing rapidly through the province of Kiangsi. In these circumstances, too, it seemed strange that he was not welcomed as a military hero; there was no military pageant in honour of the Generalissimo; no popular demonstrations of welcome to the "President" such as one would expect a series of military triumphs to evoke. His reception, by all accounts, was distinctly lukewarm. Then it came to be whispered that he was unmistakably being cold-shouldered by the leaders now in military control of the city, and our correspondent confirms this by saying that twice Dr. SUN YAT SEN invited them to dinner and they all refused. That is a very significant indication of the situation with which the "President" is confronted.

A salute was fired at 3 o'clock yesterday morning on the new Commodore's flag being hoisted on the Tamar.

Major-General Sir Alfred Knox, who with Lady Knox recently paid a visit to Shanghai, has now left Japan on his way back to England.

The members of the staff of the Ministry of Finance at Peking who have been on strike have quietly resumed their labours. Their return is believed to be due to a conviction that the New Minister of Finance would not hesitate to deal firmly with any further recalcitrance on their part.

The new Minister of Communications (Mr. Kao Eng-hung) who has been making a clean sweep of sinecures in his department dismissed, among others, Mr. Hsu Shih-jang, the President's cousin, from the post of Director-General of the Tientsin-Pukow and Sinyang-Pukow Railways. Although representations were made to him by apparently disinterested persons, the dismissal stands.

Commodore and Mrs. Bowden Smith leave for England to-day by the Empress of Canada.

An excellent photograph of the Military parade on the King's birthday was taken by A. Fong.

Mr. E. H. Rouse, of Hankow has been presented with the Medaille d'Honneur of the French Foreign Office. The presentation was made by M. Lecomte, French Consul.

While fishing off the boat-house at Stanley on Monday a 10-year old Chinese boy fell into the water and was drowned. His body was picked up in the vicinity a few hours later.

A ricksha and a tram-car collided on Monday at the junction of Hill Street and Des Voeux Road. An elderly Chinese woman riding in the ricksha was thrown out and sustained injuries necessitating her removal to hospital.

As prophesied by the Medical Officer of Health, with the rise in the temperature the number of plague cases is falling. The total for last week was 71, with 42 deaths. There were four small-pox cases and one case of cerebro-spinal fever, but no other cases of notifiable disease.

At the Marine Magistrate's yesterday a boat woman was charged before Commander Beckwith with throwing articles overboard to prevent seizure. From the evidence it was added that on the approach of the Police she threw overboard two bags of coal. The woman strongly denied the charge and said the coal was put on board her sampan whilst she slept. Defendant was dismissed with a caution.

A proposal is before the different Chambers of Commerce in Hankow to form an International Committee of Commerce. At a meeting held recently representatives of the British, American, French, Belgian, Japanese and German chambers were present, and the proposal for an International Committee (by way of being a substitute for the former General Chamber of Commerce) was agreed to in principle.

If the Chinese newspapers are to be believed remarks a Northern contemporary, a very brisk trade in aeroplanes must be proceeding from day to day. The latest report of such business refers to Chekiang and Fukien, which provinces are each said to have ordered half a dozen machines, the former from abroad and the latter locally. In addition it is reported that German aviators are to be employed to teach flying.

Capt. G. F. Spinks, master mariner, of 103, Wanchai Road, charged a Chinese porter at the Magistrate's yesterday, before Mr. Fraser, with the theft of three books valued at \$3. It appears that the man was engaged to carry eight sets of books from the auctioneers, to Capt. Spinks' home. On arrival there one of the sets of books (three in all) was missing. The porter stoutly denied the charge and by way of impressing the Magistrate of his honesty said that he had been in Hongkong for 40 years and during that time he had always been honest. Capt. Spinks' evidence was corroborated by Mrs. Spinks. The Magistrate found the man guilty and sent him to prison for ten days.

A HONGKONG WAR MEMORIAL.

We see in a notice of the exhibition of the Royal Academy of Arts the following paragraph:—
Amongst the sculpture in the Central Hall is "Fame: War Memorial for Hongkong" (1920), by Mr. Reynolds Stephens. It shows the heroic-sized figure of a female, loosely draped, her hands laid on the edge of a large-sized wreath that rests on the ground, and within which is the figure of an infantry man, steel helmeted, and holding a rifle in his right hand extended at arm's length away from his right side. It makes a striking group, amongst many other examples of figures for war memorials.

THE LATE MR. LAU CHU PAK.

MESSAGE OF CONDOLENCE FROM THE PRINCE OF WALES.


The following message of condolence from H.R.H. the Prince of Wales has been communicated to the family of the late Mr. Lau Chu Pak:—

Takamatsu, Japan,
May 6th, 1922.

DEAR SIR: REGINALD.—The Prince of Wales was very sorry to read in to-day's paper of the death of Dr. Lau Chu Pak, a member of the Legislative Council, who read the Chinese address of welcome to His Royal Highness and sat beside him at the Chinese dinner in the Tai Ping Theatre.

His Royal Highness would ask you to convey an expression of his sincere sympathy to the relatives of the deceased.

Believe me, Yours very truly,
GEORGE THOMAS,
Private Secretary.
H.E. Sir REGINALD STRONG,
Hongkong.



WHITE HORSE
WHISKY
GREAT AGE and BOUQUET.
Heart Tonic, Digestive, Non-Gouty.
Sold by all Wine Merchants, Grocers, and Hotels.

MACKIE & CO. DISTILLERS, LTD.
refuse to use younger whisky in their **WHITE HORSE CELLAR** Blend, simply to increase output.

They are still restricting supplies to enable them to adhere to their Pre-war Standard and declare that



"THERE IS NO SCOTCH WHISKY IN THE WORLD TO-DAY WHICH APPROACHES OURS IN RESPECT OF AGE AND MELLOWNESS."



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TELEPHONE 1030.



Health Must Come First

What with life's worries, heat fatigue, and trying climatic conditions, these times defy the strongest constitution.

The man or woman who thinks to "keep on" or "keep fit" without the extra strength and nerve force that Hall's Wine gives, must sooner or later come to grief. Hall's Wine, the great British Tonic for Health and Strength, is the prescription of a member of the Royal College of Surgeons, London, England, it is so sure and so economical a safeguard that you should have it by you always. For over a quarter of a century it has held the confidence of medical men throughout Great Britain.

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A lady says: "Hall's Wine has made me feel better than I have for years."

Hall's Wine is obtainable from all first-class Chemists and Wine Merchants, and Wing On Co. Ltd., and Sincere Co. Ltd.

Sole Proprietors: STEPHEN SMITH & CO., LTD., LONDON, ENGLAND.

OUR SONS AND DAUGHTERS. PLEA FOR "SOCIAL EMIGRATION."

In the following letter a correspondent of *The Times* speaks plainly to perplexed parents at Home and recommends "social emigration" as a remedy for their ills.

Poor, pathetic, gently-bred boys and girls in a democratic world that seems to have no use for them! What sacrifice are their parents not prepared to make on their behalf? They are content to struggle along on half an income, keeping up appearances, doing without necessities, getting into debt, but at all costs for the children's sake mixing with the right people, living the expensive life the right people live and doing the things that are done, while all the time it becomes more painfully obvious that "it" will not run to it any longer.

But how many have the strength of mind to make for their sons and daughters the one sacrifice which, while they are still young and adaptable, to use that hackneyed word which the young Dominions are for ever drumming into intending immigrants, will be borne entirely by the parents, and will shake the young folks free for ever of the paralyzing shackles that bind them to trouble as surely as the sparks fly upwards? A drastic step, but tremendously worth while. It is to cut out all this social "piffle" we of the "upper-middle-cut" in England alone out of all the world have got into the way of regarding as a religion. If you cannot afford a certain social set, cut the painter, get out of it and take the children with you. Be sure they will never approach you. The friends you leave will never miss you, for, remember, worth-while friendship is independent of the petty social barrier. The friends of the social round will joyfully replace you with the first profiteer who has had the foresight to send his impossible offspring to an irrefragable school.

Widen your borders. There are better friends, better citizens, better neighbours, outside your little set than in it. Remember, even in your boasted exclusive class, there are still classes above of which you are not. This is not to say, "step down in the social scale." That is too easily done, very often to become the sought-after of vulgar climbers on the lower plane. But make and keep your new place on your own merit. It may mean solitude at first, but it will be a solitude of careful selection. By degrees you will open your house and your heart to new friends, and your children's friends, chosen on their merits, not, that is, by a cut-and-dried criterion of family and position, but on one of individual selection.

One reads appeals from men asking to be told of some colony to which the "pakka" Service man can emigrate with his family, with the guarantee that he will meet with only "pakka" subits and never need, in his new poverty, to rub shoulders with ordinary men and women. He is too proud to work alongside honest, hardworking Britons. No; he must have a little world peopled with just the men who want to exactly the same kind of school as he did, who cross their trousers just now, and eat when and as his petty creed dictates. He has never been brought into contact with any other kind of people. He has no idea what a wealth of human greatness is outside his narrow ken, and he is bringing up his boys and girls in the same stultifying groove.

By and by, in desperation, seeing the gates of patronage locked in their faces, or stormed by enterprising democracy, he will look to the British Dominions overseas for a solution. And the Dominions have not a bit of use for this man's son until he has found his level, and had all the class nonsense he has been carefully instilling in him roughly kicked out again, till he has learned to work, and learned that his best at a navvying job isn't worth a cent more than the next man's, no matter where he went to school, that what his father was matters not at all but that what he is and does matters all the world. If his education has made him straight and true, clean, and honourable and up to his job, the Dominions want him, as many of him as they can get, and as many sisters of the same sort as like to come.

So why not cut out the rubbish before you send them to try their luck? Emigration en bloc for the New Poor family is too expensive a matter for many to contemplate. But emigration within the British Isles, social emigration into a wider England than you have dreamed of, lies within the most modest means. A new neighbourhood, perhaps, an unpretentious home, one maid, no introductions to the "right people." Yours will be a solitude at first, but out of it will come the slow, careful gathering of friends gloriously worth having, friends whose variety and charm you had no inkling of in the social backwater you once thought was peopled exclusively by the "right people." Get that right, you puzzled parents of a changing age. The "right people" for your young folks are straight people, honest people, hard-working people, people of grit and honour and decent thought, and gentility and cultivation on top of all that if you can find them.

WIFE COERCION THEORY.

Arising from the verdict in the recent case of Captain and Mrs. Peel, in which the wife was acquitted of a criminal charge on the ground that she had acted under the coercion of her husband, and the subsequent expression of views that the law in this connection is out of date, the Lord Chancellor has appointed a Committee to consider and report if any changes in the criminal law are desirable on this point. The Committee will be presided over by Mr. Justice Avory and will include the Attorney-General and other leading official and legal luminaries.



Rubber Cushion Clasps Cannot Tear the Hose

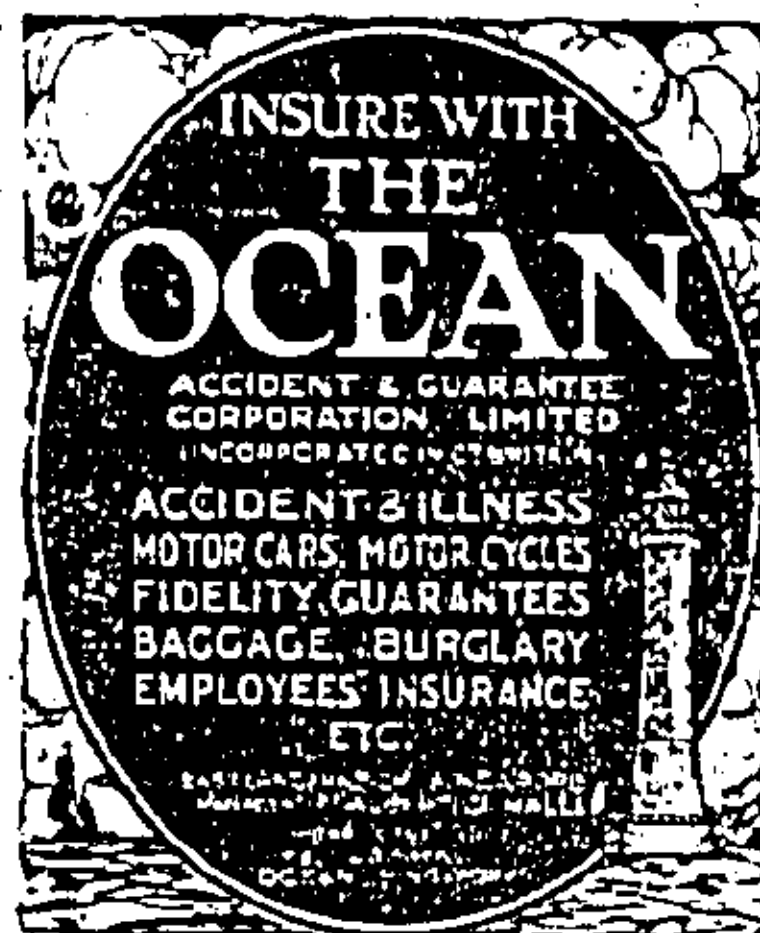
The rubber cushion clasp holds the hose between rubber and rubber and that is an exclusive feature found only in the

PARIS GARTERS

Get the hose so surely and securely without the slightest inconvenience to the wearer or possibility of tearing the hose. That is one of the famous five reasons why Paris Garters are so generally worn by well-dressed men the whole world over—and the other four reasons are just as good.

But be SURE that they are Paris Garters. An imitation is more than apt to disappoint you, and you can avoid that by taking care. All haberdashers sell Paris Garters in double and single hose grips and in either cotton or silk. Insist on getting the genuine.

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MEMORY
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feed the
NERVES
**CHAPOTEAU'S
PHOSPHO-CALCAREAT OF LIME**
It increases vital energy and nerve
force, cures Neurasthenia, Hypnotism,
Insomnia, and nervous diseases in adults
and children.
30 CAPSULES IN WINE AND IN SUGAR

**THERAPION N° 1
THERAPION N° 2
THERAPION N° 3**
N° 1: For Nervous Exhaustion, Neurasthenia, Insomnia, and nervous diseases in adults and children.
N° 2: For Nervous Exhaustion, Neurasthenia, Insomnia, and nervous diseases in adults and children.
N° 3: For Nervous Exhaustion, Neurasthenia, Insomnia, and nervous diseases in adults and children.

HONGKONG TIDE TABLE.

From 7th to 13th June, 1922.

Day of Week	Day of Month	HONG KONG		HONG KONG	
		Standard Time	Height	Standard Time	Height
Wed.	7	h. m.	ft. in.	h. m.	ft. in.
Thur.	8	7 10	6 5	0 55	2 2
Fri.	9	8 30	6 7	1 13	1 2
Sat.	10	9 34	6 5	2 34	0 7
Sun.	11	10 26	7 1	3 35	0 4
Mon.	12	11 13	7 3	4 24	0 6
Tue.	13	12 13	7 3	5 19	0 7
				6 04	0 3
				6 55	0 5
				7 44	0 8
				8 30	1 0
				9 13	1 2
				9 54	1 4
				10 34	1 6
				11 13	1 8
				11 50	1 9
				12 26	1 0

WORLD THEATRE

Hongkong's Most Modern Picture Palace. Entirely Under British Management.

TO-DAY at 5.15 P.M. and 9.15 P.M.

A CHARMING PHOTOPLAY OF WAR, ROMANCE AND HUMAN SACRIFICE.

J. STUART BLACKTON
presents

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FROM THE TREMENDOUSLY SUCCESSFUL NOVEL

by

MRS. HUMPHRY WARD.

2.30 & 7.15 p.m.

CHARLES HUTCHISON in "WHIRLWIND."

Episodes, 12 & 13.

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MALTED MILK**
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SLOUGH, BEDFORD, ENGLAND.

SHIPPING NEWS

ARRIVALS

June 5th
Banba, Danish str., 1,040 tons, Capt. E. Juelhaugen, from Bangkok, with a general cargo.—Kwong Ngan Seng.
Miki Maru, Japanese str., 1,051 tons, Capt. Y. Masuda, from Port Purseval, with cement stone.—P. A. Lapicque & Co.
Shanghai, Chinese str., 297 tons, Capt. G. A. de Souza, from K. C. Wan, with a general cargo.—Pa On S.S. Co.
Tanaga, Norwegian str., 1,002 tons, Capt. Tidmann, from Bangkok, with a general cargo.—Thorow & Co.
West Farnham, American str., 4,057 tons, Capt. M. M. Walk, from San Francisco, with a general cargo.—Struthers & Barry.
June 6th
Chingha, British str., 1,533 tons, Capt. A. V. Harrison, from Manila, with a general cargo.—B. & S.
Dukat, Norwegian str., 701 tons, Capt. L. Th. Paulsen, from Bangkok, with a general cargo.—Lee Beng Kee.
Poonshing, British str., 1,423 tons, Capt. C. W. Robertson, from Singapore, with a general cargo.—J. M. & Co.
Haitan, British str., from Whampoa.
Kidana Maru, Japanese str., 4,000 tons, Capt. M. Nakamura, from Singapore, with a general cargo.—N.Y.K.
Kwongshing, British str., from Canton.
Kwangshing, Chinese str., from Canton.
Namung, British str., 2,350 tons, Capt. R. Y. Anderson, from Hongkong, with coal.—J. M. & Co.
Pasat, Norwegian str., from Canton.
Shanghai, British str., 1,117 tons, Capt. F. W. Bell, from Chinwangtao, none.—Dodwell & Co.
Szechuan, British str., 1,594 tons, Capt. J. Gibbs, from Shanghai, with a general cargo.—B. & S.
Tai Ni, Chinese str., 402 tons, Capt. Leung Hin Wa, from K. C. Wan, with a general cargo.—Yan Fat S.S. Co.
Tsuna Maru, Japanese str., 2,148 tons, Capt. S. Morimoto, from Bangkok, with a general cargo.—Kwong Guang Seng.
Yama Maru, Japanese str., 1,791 tons, Capt. R. Yoshimori, from Dairen, with coal.—Yamashita & Co.

CLEARANCES

June 6th
Empire Maru, for Keelung.
Empire Maru, for Saigon.
Chungking, for Tientsin.
Chang Hing, for K. C. Wan.
Dutch Maru, for Keelung.
Loching, for Swatow.
Harbin, for Bangkok.
Haitan, for Hongkong.
Haitan, for Singapore.
Kwongshing, for Swatow.
Kwongshing, for Pakhoi.
Lusong, for Huihow.
Zingahong, for Swatow.
Mingun, for Swatow.
Pasat, for Moji.
Phan Samul, for Bangkok.
Szechuan Maru, for Moji.
Shanghai, for Haiphong.
Shanghai, for K. C. Wan.
Szechuan, for Canton.
Tientsin, for Shanghai.
Tungshing, for K. C. Wan.
Unkai Maru, for Keelung.
Yehi Maru, for Moji.

SHIPPING MOVEMENTS

The s.s. *Cyclops* (Blue Funnel) left Manila on daylight on June 6th for Hongkong, and is due here on June 8th.
 The B.L. (Apur Line) s.s. *Janus* is expected to arrive on or about June 15th.
 The Ben Line s.s. *Brabant*, from Middlesex, Antwerp and London, left Singapore, for this port on June 5th, may be expected to arrive here on or about June 11th.
 The T.K.K. s.s. *Persia Maru* left Dairen on June 5th and is due at Hongkong on June 9th.
 The E. & A. Co.'s s.s. *Arifura* leaves Manila for this port on the 7th inst. at 8 p.m. with the outward Australian mails, and is due here on the 10th inst. at about daylight.

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Late of Savile Row, London.

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Telegraphic address: "COUPON."

PASSENGERS.

ARRIVALS

Per P. & O. s.s. *Khyber*, on June 5th:—
 Mrs. H. Kling, Mrs. E. B. Seabury, Miss H. Seabury, Miss M. Muller, Mr. L. G. Van Hoorn, Mr. and Mrs. Postlethwaite, Miss A. E. Eyre, Mr. F. J. Hallard, Mr. A. C. Lefts, Miss H. Sanger, Mr. J. Behar, Major G. Oliverona, Mr. R. C. Fernihough, Mr. B. Van Ester, Mr. A. Nyland, Mr. and Mrs. G. B. Tave, Mr. Tave, Mr. Lins, Mrs. K. C. Irwin, Miss Morrison, Mrs. Loggery, Mr. A. Morse, Mr. T. L. Foxall, Mr. J. C. Creswell, Mr. J. A. Smith, Mr. and Mrs. Macpherson, Mr. J. W. Bess, Mrs. Ballas, Mr. J. Dixon, Mr. J. Anderson, Mr. and Mrs. Davidson, Miss C. Rickards, Mr. and Mrs. Maker, Mr. A. Hamilton, Mr. W. J. Paul, Mrs. Prescott and Miss Livesey.

DEPARTURES

Per P. & O. s.s. *Khyber*, on June 6th:—
 Mrs. Loggery, Mrs. Morrison, Mr. and Mrs. C. Biron, Mr. J. A. Smith, Mr. J. C. Creswell, Mrs. Kling, Mr. J. M. Blum, Mr. and Mrs. Macpherson, Mr. E. C. Irwin, Mr. and Mrs. Maher, Capt. and Mrs. O. T. Pham, Mr. S. G. Van Hoorn, Mr. and Mrs. Postlethwaite, Mrs. O'Hare, Col. and Mrs. Ploes, Mr. and Mrs. Tave, Mrs. Charter, Miss Shuman, Mr. E. C. Lefts, Mr. T. L. Foxall, Mr. and Mrs. J. W. Davey, Capt. Courtney, Mr. A. Hamilton, Mr. A. Morse, Mr. G. P. Tok, Mr. L. A. Harvey, Mr. Charvona, Mr. J. Dixon, Mr. J. W. Bess, Mrs. Ballas, Miss A. C. Eyre, Miss C. Richards, Mrs. Prescott, Miss Livesey, Father Thos. Murphy, Father Raymond, Mrs. J. A. Lane, Mr. and Mrs. Maycock, Mr. J. Anderson, Mr. Paul, Mrs. Maycock, Mr. and Mrs. W. A. Davidson, Rev. E. J. and Mrs. Weeks, Mr. and Mrs. Ingham, Mr. Dubsmui, Bro. T. Kyre, Insp. and Mrs. Pitt, Mrs. and Miss Seabury and Miss M. Muller.

VESSELS EXPECTED

Bengal Maru (N.Y.K.), due June 15th.
Cyclops (Blue Funnel), due June 9th.
Demolitus (Blue Funnel), due June 7th.
Empress of Japan, due June 23rd.
Empress of Russia, due June 8th at 7 a.m.
Hoosier State (P.M.), due June 12th.
Kashgar (E. & O.), due about July 1st.
Kelena (Blue Funnel), due July 12th.
Nikko Maru (N.Y.K.), due June 15th.
Persia Maru (T.K.K.), due June 8th.
Taiyo Maru (T.K.K.), due June 13th.
Tokushima Maru (N.Y.K.), due June 15th.
Tyndareus (Blue Funnel), due June 28th.
Yamagata Maru (N.Y.K.), due June 15th.

WEATHER REPORT.

June 6th, at 12:18.—Pressure has decreased moderately from Hongkong to Formosa, and slightly from Shanghai to Weihaiwei. It has increased slightly at Vladivostok.

The depression over S.W. China has deepened.
 Hongkong rainfall for the 24 hours ending at 10 a.m. 6th June, 0.00 inch. Total since January 1st, 1924 inches, against an average of 36.37 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Direction	Forecast
Hongkong to Cap Boek	S. winds, fresh, equally; generally overcast, some rain.
Formosa Channel	The same as No. 1.

South coast of China between (The same as Hongkong and Lamcocks) No. 1.
 South coast of China between (The same as Hongkong and Hainan) No. 1.

BOARD OF CONSERVANCY WORKS OF KWANGTUNG.

WATER LEVELS IN ENGLISH FEET AT 10 A.M.

Place of Observation	Highest W.L. ever recorded	Lowest W.L. ever recorded	W.L. June 4	W.L. June 5	W.L. June 6
Vuchow, W. River	+79.50	-2.42	—	—	—
W. River onghuon	+14.79	-0.80	4.40	—	—
Linkinghow, N. River	+37.00	—	8.50	8.50	—
Samshui, N. River	+27.35	-5.00	4.90	3.60	—
Shikiang, E. River	+15.15	-0.98	4.20	—	—

Engineer-in-Chief.

CANADIAN PACIFIC STEAMSHIPS LIMITED

MAIDEN VOYAGE

TRANS-PACIFIC.

R.M.S.

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VANCOUVER.

SEVENTH JUNE, 1922.

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Minimum Rate U.S.G. \$820.50

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S.S. "NANKING" August 10th S.S. "CHINA" July 6th

Java Service

HONGKONG TO AMOY, SINGAPORE AND JAVA PORTS.

S.S. "GORJISTAN" S.S. "ALMERIA"

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 s.s. "EGREMONT CASTLE" about 2nd half of July.

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 FIUME having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

FOR SHANGHAI

s.s. "NIPPON" sailing on or about 26th June.

FOR BRINDISI, VENICE & TRIESTE

s.s. "VENETIA" sailing on or about 24th June.
 s.s. "NIPPON" sailing about middle of July.

Passenger's Luggage can be insured at the Office of the Agents.

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From CALCUTTA to SOUTH AFRICAN PORTS

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Through Bills of Lading issued to all Overland common Points in U.S.A. and Canada

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SHIDZUKA MARU (Calling Keelung) Monday, 3rd July, at 11 a.m.

MARSEILLES, LONDON & ANTWERP Singapore, etc.

FUSHIMI MARU Friday, 8th June, at 11 a.m.

MISHIMA MARU Friday, 23rd June, at 11 a.m.

SAMBURG via DUNKIRK, LONDON & ROTTERDAM

NITO MARU Thursday, 15th June.

LIVERPOOL via MARSEILLES and VALENCIA.

TOKUSHIMA MARU Friday, 16th June.

SYDNEY & MELBOURNE via Manila, etc.

TANGO MARU Tuesday, 20th June, at 11 a.m.

YOSINO MARU Tuesday, 18th June, at 11 a.m.

NEW YORK via PANAMA

NAGATO MARU Wednesday, 14th June.

NEW YORK via Suez.

RIO DE JANEIRO, SANTOS & BUENOS AIRES via CAPE

SOMBAY via Singapore and Colombo.

TAKAOKA MARU Saturday, 10th June.

JALGUTTA Singapore, Penang & Rangoon.

RANGOON MARU Monday, 12th June.

NAGASAKI, KOBE & YOKOHAMA.

NIKKO MARU Friday, 16th June, at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

YAMAGATA MARU Friday, 16th June.

MILACCA MARU Friday, 16th June.

LIMA MARU Sunday, 18th June.

For further information apply to— NIPPON YUSEN KAISHA

Telephone Nos. 292 & 293. K. H. KAMEI, Manager.

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"West Prospect" Due Hongkong 9th June.
 Leave Hongkong 10th June.
 "West O'Hara" Due Hongkong 17th June.
 Leave Hongkong 20th June.

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO WEEKLY SAILINGS FOR ATLANTIC SEABOARD PORTS. THROUGH BILLS OF LADING ISSUED TO U.S. AND CANADIAN OVERLAND POINTS.

TO MANILA, SINGAPORE, BATAVIA.

SAMARANG AND SOERABAYA.

"West Farallon" Due Hongkong 6th June.
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THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED.

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REGULAR FORTNIGHTLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
TJISONDARI	JAVA	in port	16th June	JAVA
TJITAROEM	N. CHINA & AMOY	10th June	12th June	BATAVIA DIRECT
TJIBODAS	JAPAN	9th June	11th June	SOERABAYA via MACASSAR

wireless telegraphy.
 The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of saloon passengers. All steamers carry a duly qualified crew. Cargo taken at through rates to all ports in Netherlands India and Australia.

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(Members of the Straits, China and Japan Conferences).

Regular monthly service between

JAPAN PORTS, SHANGHAI, HONGKONG AND MANILA

AND

AMSTERDAM, ROTTERDAM, HAMBURG

AND BREMEN

Sailing subject to alterations.

Steamers For Sailing on or about
 "OUDEKERK" ROTTERDAM, AMSTERDAM & HAMBURG... 24th June
 "OLDEKERK" AMSTERDAM, ROTTERDAM & HAMBURG... 21st July
 "ZOSMA" ROTTERDAM, AMSTERDAM & HAMBURG... 26th Aug.
 "SEMILAN" AMSTERDAM, ROTTERDAM & HAMBURG... 31st Sept.

For full particulars please apply to—

JAVA-CHINA-JAPAN LIJN.

General Agents, Yok Building.

ELLERMAN LINEELLERMAN & BUCKNALLS.S. CO. LTD.
FREIGHT & PASSENGER SERVICE

OUTWARDS.

HOMEWARDS.

CITY OF GLASGOW ... 5th July ... London, Rotterdam & Hamburg.

Subject to change without notice.
For particulars of freight and passage rates apply to—

or KINGS & CO., CANTON

THE BANK LINE LTD.

General Agents

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BOSTON AND NEW YORK

Joint Service of the

"BLUE FUNNEL" LINE

JOHN S.S. CO. LTD. AND CHINA MUTUAL S.S. CO. LTD.

AND

AMERICAN & MANCHURIAN LINE
(ELLERMAN & BUCKNALL S.S. CO. LTD.)

Sailings from Hongkong

S.S. "ALCINOUS"	via Suez Canal	15th June
S.S. "HURYPYLUS"	via Suez Canal	5th July
S.S. "KEELUNG"	via Suez Canal	15th July
S.S. "CYCLOPS"	via Suez Canal	25th July

Steamers proceed via Suez Canal or Panama Canal at Owners' option.
Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE, or THE BANK LINE LTD., HONGKONG
(JOHN SWIRE & SONS, LTD.)
HONGKONG AND CANTON. REISS & CO. CANTON.**MESSAGERIES MARITIMES**

SERVICES CONTRACTUELS

MAIL SERVICE UNDER CONTRACT WITH THE FRENCH GOVERNMENT
Destinations. Steamers & Displacement. Sailing Dates.

SHANGHAI, KORE & YOKOHAMA	"ARMAND BEHIC"	11,000	On or about 8th June
	"CHAMBERD"	15,000	On or about 23rd June
	"ANDRE LEBON"	22,000	On or about 7th July
MARSHALLS, via HAI PHONG, RAISON, SINGAPORE, PENANG, COLOMBO, DIBOUTL, SUEZ & PORT SAID	"ANGERS"	15,000	On or about 11th June
	"AZAY LE REDEAU"	16,000	On or about 27th June

COMMERCIAL LINE

SHANGHAI, PUKOW, HANKOW & TAKOU.

ALSO SERVICE TO BORDEAUX, HAVRE, DUNKERKE, & ANTWERP. (ON APPLICATION)
For further particulars, etc apply to

CONSIGNATION—TRANSIT—REPRESENTATION.

Telephone 740.

A. JOHARD,
Acting Agent,
Queen's Building.**DOUGLAS STEAMSHIP CO., LTD**

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast High Class Coast Steamers having good accommodations for First-Class Passengers, Electric Light and Fast in winter months and excellent cuisine.

FOR

SWATOW AMOY & FOOCHOW
AND RETURN

(Occupying 9 or 10 Days)

HAIHONG	Capt. W. C. Farnmore	Tuesday,	13th June, at 1 p.m.
HAIPHONG	Capt. J. S. Thomson	Friday,	16th June, at 1 p.m.

Arrival and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage apply to—

DOUGLAS LAFRAIK & CO
General Managers.**YAMASHITA KISEN KAISHA**

(THE YAMASHITA S.S. Co. Ltd.)

REGULAR FREIGHT & PASSENGER SERVICE

BETWEEN

KEELUNG, HONGKONG & HAIPHONG.

Sailing from Hongkong.

FOR HAIPHONG via Hothow & Pakhoi

FOR KEELUNG via Swatow & Amoy.

For further particulars, please apply to—

Branch Office,
No. 57, Bonham Street, West
Tel. No. 155.S. MITARAI,
Agent,
Top Floor, King's Building
Tel. No. 140.**P. & O., British India
Apcar and
Eastern & Australian
Lines**

COMPANIES Incorporated in ENGLAND

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES,
MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING
NEW ZEALAND & QUEENSLAND PORTS, RED SEA,
EGYPT, EUROPE, ETC.PENINSULAR & ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S.S.	Tons	From Hongkong (about)	Destination
"SICILIA"	6,700	11th June	(Singapore, Penang, Colombo & Bombay)
"DELTA"	8,100	21st June	Marseilles, London & Antwerp
"KASHMIR"	9,000	5th July	do
"SUDAN"	7,000	15th July	(Singapore, Penang, Colombo & Bombay)
"KARMALA"	8,000	19th July	Marseilles, London & Antwerp
"KASHGAR"	9,000	2nd Aug.	do
"SARDINIA"	6,500	16th Aug.	do
"DEVANHA"	8,000	30th Aug.	do
"NOVARA"	6,300	13th Sept.	do
"MACEDONIA"	10,512	27th Sept.	(Bombay, Marseilles, London & Antwerp)
"KALYAN"	3,987	11th Oct.	Marseilles, London & Antwerp
"DUNGOLA"	8,056	25th Oct.	do

BRITISH INDIA - APCAR SAILINGS

"TAKADA"	c. 349	9th June, 3 p.m.	Calcutta via Singapore & Penang
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EASTERN & AUSTRALIAN SAILINGS (Suez)

"ARAFURA"	6,000	6th July	(Manila, Thursday Island, Cairns, Townsville, Brisbane, Sydney & Melbourne)
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Frequent connections with the Union S.S. Co.'s steamers from Australia to the United Kingdom via New Zealand, Vancouver and San Francisco, etc., or per the New Zealand S.S. Co.'s vessels to Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN

"ARAFURA"	6,000	11th June	Kobe & Yokohama
"KARMALA"	9,000	18th June	Shanghai & Japan
"SUDAN"	7,000	1st July	Shanghai only.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the carrying steamer.

First Saloon Passengers may travel by R.M.S. Company's Steamers between Singapore and Calcutta or Singapore and Madras in Her of the section of their P. & O. Tickets Singapore to Colombo.

All Cabins are fitted with Electric Fans free of charge.
Parcels measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For Further Information, Passage Rates, Freight, Handbooks, etc., apply to—

MACKINNON, MACKENZIE & CO.,

11, Des Voeux Road Central, HONGKONG.

Agents

O. S. K.SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.
LONDON, HAMBURG, ROTTERDAM & ANTWERP, MARSEILLES.

Monthly direct service via Singapore and Penang.

"ATLAS MARU" Monday, 10th July.

BURNING AIRS—RIO DE JANEIRO, SANTOS, DUREAN &

SAPE TOWN via RAISON & SINGAPORE. PASSENGER SERVICE

"MEXICO MARU" Tuesday, 12th June.

BOMBAY & COLOMBO—REGULAR FORTNIGHTLY SERVICE via SINGAPORE

"INDUS MARU" Saturday, 10th June.

DUELI & RANGKOR via RAISON & SINGAPORE

"BUSHO MARU" Sunday, 2nd July.

CALCUTTA—Fortnightly service via Singapore, Penang & Rangoon.

"BORNEO MARU" Friday, 9th June.

VICTORIA, VANCOUVER, SEATTLE & TACOMA—

Via Detroit—Taking cargo to OVERLAND ROUTE U.S.A. & CANADA

"HAWAII MARU" Thursday, 8th June.

NEW YORK via PANAMA—Regular monthly service via Japan Ports, San Francisco

Passenger and Cargo Ports

"SHUNKO MARU" Monday, 19th June.

NAW ORLEANS LINE via SUEZ.

"BORNEO MARU" Friday, 9th June.

JAPAN PORTS—Kobe & Yokohama via Shanghai

"ARGON MARU" Sunday, 11th June.

KEELUNG via SWATOW & AMOY—These steamers have excellent accommoda-

tion for 1st and 2nd class saloon passengers.

"KALIO MARU" Every Sunday, Noon.

"AMAKUSA MARU" Thursday, 16th June.

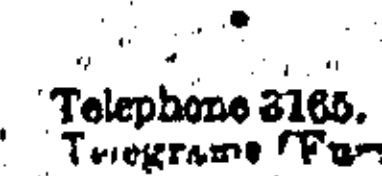
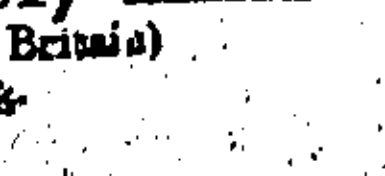
TARAO via SWATOW & AMOY

"SOBU MARU" Thursday, 16th June.

Tel. No. 4090. Y. YASUDA, Manager.

PRINCE LINE FAR EAST SERVICE

Regular sailings to Boston, and/or New York by fast freight steamers.

For BOSTON
and
NEW YORK

For Freight and full particulars apply to—

FURNES (FAR EAST) LIMITED
(Incorporated in Great Britain)
St. George's Building.Telephone 3165.
Telegrams "Far-east"**C. N. C.
CHINA NAVIGATION CO., LTD.**

SAILINGS SUBJECT TO ALTERATIONS

For	Steamer	To Sail
SWATOW, SHANGHAI & TIENTSIN	"LANCHOW"	On 7th June, noon.
AMOY, SWATOW & SINGAPORE	"KWEIYANG"	On 8th June, D.L.
SWATOW & SHANGHAI	"SZECHUEN"	On 9th June, D.L.
SWATOW, SHANGHAI & TIENTSIN	"SUNNING"	On 10th June, 4 p.m.
WEIHAIWEI, CHEFOO & TIENTSIN	"HUICHOW"	On 11th June, D.L.
SWATOW & BANGKOK	"KIANGSU"	On 13th June, 10 a.m.

SHANGHAI LINE—PASSENGER, MAILS and CARGO
Accommodation: Saloon, accommodation, midships, Electric Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (three weekly) and Tientsin (weekly), taking cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are loaded in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE

(JOHN SWIRE & SONS, LTD.)
Agents.

TELEPHONE 36.

CARGO & BAGGAGE CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE (John Swire & Sons, Ltd.)

**T. K. K.
TOYO KISEN KAISHA**Reduced Fare to Europe U.S.G. \$620.50 First Class Throughout.
HONGKONG TO SAN FRANCISCO

VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.

STEAMERS	Tons	LEAVE HONGKONG
"PERSEA MARU"	9,000	June 16th.
"TAIYO MARU"	22,000	June 21st.
"SHERA MARU"	20,000	July 5th.
"TENYO MARU"	...	July 19th.
"KOREA MARU"	...	July 30th.
"SHINYO MARU"	...	Aug. 14th.

† Calling at Dairen. ‡ Calling at Keelung.

SOUTH AMERICAN LINE
HONGKONG TO VALPARAISOVIA MANILA, KEELUNG, JAPAN, HONOLULU, HILO SAN FRANCISCO, SAN PEDRO, SANTA CRUZ, BALBOA, CALIAO, MOLENDINO, ARICA & IQUIQUE.
THENCE BY TRANS-ANDRAN ROUTE TO BUENOS AIRES.

STEAMERS	Tons	LEAVE HONGKONG
"RAKUYO MARU"	...	June 28th.
"GINYO MARU"	...	Aug. 23th.
"ANTO MARU"	...	October 9th.

* Omit Manila.

For full information regarding passenger freight and sailings, apply to—

Y. TSUTSUMI, Manager.

King's Building Tel. No. 274 & 25.

Agents at Canton: Messrs. T. A. GRIFFITH, LTD.

PACIFIC MAIL S.S. CO.

MANAGING AGENT U.S. SHIPPING BOARD

EMERGENCY FLEET CORPORATION.

TRANS-PACIFIC SERVICE

Freight and Passengers

Fare to European Ports USG \$620.50 First Class throughout.

SAN FRANCISCO via HONGKONG, KORE, YOKOHAMA AND HONOLULU

S.S.	LEAVE HONGKONG	ARRIVE SAN FRANCISCO
"PRESIDENT LINCOLN"	June 20th	July 13th
"PRESIDENT CLAYTON"	July 5th	July 27th
"PRESIDENT WILSON"	July 20th	Aug. 17th

HONGKONG-CALCUTTA SERVICE

Freight only.

CALCUTTA via SINGAPORE, PENANG AND RANGOON

HONGKONG, MANILA-HONOLULU-SAN

FRANCISCO SERVICE

Freight and Passengers

SAILING FROM HONGKONG, MANILA, ARRIVE SAN FRANCISCO

S.S.	LEAVE HONGKONG	ARRIVE SAN FRANCISCO
"PRESIDENT HARRISON"	July 11th	July 15th
"PRESIDENT HARRISON"	Sept. 19th	Sept. 18th
"PRESIDENT HAYES"	Oct. 6th	Oct. 10th

For full information regarding rates, space, etc., apply to—

PACIFIC MAIL S.S. CO.

Telephone 141. Cable Address "SOLA VO" Union Building, Hongkong.

Agents at Canton: Messrs. T. A. GRIFFITH, LTD.

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

Sailing (Subject to Alteration).

Steamer	Sidney & Melbourne via Ports	Lv. Hongkong for Australia
"TAIYUAN"	About 16th July.	About 20th July.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares—Cargo booked through to all Australian, New Zealand & Transoceanic Ports.

For freight and passage apply to—

BUTTERFIELD & SWIRE

(JOHN SWIRE & SONS, LTD.), Agent.

Telephone No. 36.

SIAMESE STEAMSHIP CO., LTD.

SAILINGS FROM HONGKONG

FOR	STEAMER	TO SAIL
HONGKONG	"PHAN SAMUD"	7th June, Daylight.

For further particulars apply to

Messrs. BUTTERFIELD & SWIRE

(JOHN SWIRE & SONS, LTD.), Agents.

TELEPHONE 36.

COLUMBIA PACIFIC SHIPPING CO.

PORTLAND, ORE.—JAPAN PORTS, HONGKONG & MANILA.

Vessel Loading About

S.S. HANNAWA ... 1st half June.

(Operated for a/c of U.S. Shipping Board.)

Agents

ARNHOLD BROTHERS & CO., LTD.

12, Chater Road. Phone No. 1500.

